

CMAQ Project Selection Committee August 11, 2000
Meeting Agreements

1. Mr. Blankenhorn informed the committee that after discussions, IDOT and CATS staffs have agreed to a CMAQ program mark of \$73,751,040 federal. The mark does not include \$24 million that the state will be using for the Enhanced Inspection/Maintenance Program. However, this amount does include the funds necessary to complete the committee's out-year commitment to the Franklin Park Grand Avenue project. The amount for this project committed for FY 2001 is \$3,408,000 federal. This leaves a total of \$70,343,040 federal for the committee to program in FY 2001.
2. Mr. Murtha explained the request of the Village of Addison for an additional \$15,920 in federal funds to complete the construction of a bike path initially funded with the FY 2000 CMAQ Program. He noted that some funds would also be used for engineering. If the committee decides to agree to this increase, the money would come from the FY 2001 program. Mr. Johnson noted that there may be some design issue problems with this project that the Committee may have to address at a later date. On a motion by Mr. Buehler, seconded by Ms. Hamilton, the request was approved.
3. Mr. Murtha presented a request from the Lake County DOT for an additional \$252,400 federal for construction of a bottleneck elimination project funded with the FY 1997 CMAQ Program. This increase also, if approved, would be funded from the FY 2001 program. On a motion by Mr. Blankenhorn, seconded by Ms. Hamilton, the request was approved.
4. Mr. Johnson distributed a write-up explaining the procedures to reprogram CMAQ funds in FTA grants in northeastern Illinois. The committee had been concerned about the possible loss of funds when originally programmed projects were not implemented. These procedures, worked out in conjunction with the USDOT, ensure that CMAQ apportioned to Illinois and this region will remain available for programming even though individual projects may change.
5. Revised listings were produced showing cost per ton eliminated for VOC. Discussions took place regarding particular projects. Mr. Murtha noted that four agencies (Hanover park, South Elgin, Country Club Hills and Chicago Dept of Environment) had contacted CATS requesting the opportunity to present for the Committee their project proposals.
6. Following these presentations, the Committee discussed previously funded engineering projects with unfunded construction. A list presented by Mr. Murtha at the November, 1999 committee meeting was presented again with an indication of whether FY 2001 CMAQ funds were being requested for the unfunded projects elements. Ms. Hamilton noted that the pedestrianway signage request was omitted from the column indicating FY 2001 requests. Reiterating the agreement from the November, 1999 meeting, Mr. Murtha noted that with the end of TEA-21 approaching, the goal was to reduce the unfunded balance. Mr. Murtha suggested that the Committee keep the list of unfunded construction in mind as the members made programming decisions. The chairman, Mr. Johnson, confirmed that the committee concurred with these directions.

The committee also discussed, and agreed to, again using NO_x as a secondary consideration in selecting the proposed program. VOC will remain the primary consideration. Trips, VMT eliminated, and project readiness will remain secondary considerations. Mr. Murtha noted

that revised rankings for trips, VMT eliminated, and NOx were available upon request. The Committee also discussed the use of total cost in ranking CMAQ projects. The committee agreed to the continued use of total cost, but requested that, in addition to the match percentage already provided, the staff provide information regarding sunk and committed funds from other fund sources for each project. Also, the committee requested that all service and equipment projects be separated from the remainder of transit projects. Mr. Groner noted that among transit facility projects, the University Park project should be withdrawn and the New Lenox project request should be revised to \$280,000. Lastly, Mr. Murtha noted that the rankings were being revised and would be posted on the CATS Web site and made available to members when remaining ranking work was complete.

7. Under other business, Mr. Kopec informed the Committee that Chicago has been asked to participate as a case study for a review of the national CMAQ program conducted by the Transportation Research Board for Congress. An interview panel will be in Chicago next week speaking to several members of the CMAQ Committee, agencies involved in the early development of the CMAQ Program and CATS staff.
8. The next meeting was scheduled for August 30th at 1:30 pm.

The above summary is based on staff meeting notes. Anyone who takes exception to the information contained in this summary should forward comments to CATS within one week of the submission date noted below.

Summary submitted by Tom Murtha on August 24, 2000